

**CITY OF CATHEDRAL CITY
MINUTES OF
TRANSPORTATION COMMISSION
January 20, 2005**

I. TRANSPORTATION COMMISSION ROLL CALL January 20, 2005

Members Present: James Navarro (Chairman) Harold Blumberg (Vice Chair)
William Baker Rosalina Nava

Member Absent: Richard Mills

City Staff Present: Bob Mohler, Engineering Dept. (Commission Liason)
Kevin Lockwood, Eng. Dept. (for Elna Way area survey tally)

The meeting convened at 6:30 p.m. in the Cathedral City Study Session Room.

II. APPROVAL OF MEMBER(S) ABSENT

It was **MOVED** and **SECONDED** by to approve the absence of Commissioner Mills.

III. APPROVAL OF THE MINUTES

It was **MOVED** and **SECONDED** to approve the Minutes of November 18, 2004.
This motion **PASSED** unanimously.

IV. PUBLIC COMMENTS (not related to the agenda items): **None**

V. NEW BUSINESS

1. Open & Tally Elna Way Area Property Owner Lighting Surveys:

Request for turning off 15 existing street lights on 3 streets (involving 48 homes) on Elna Way, Foothill Rd., and Carroll Drive in the southwest corner of the COVE area. (The Survey was ordered by the Commission following many pro-con property owner testimonies regarding these existing neighborhood lights at the 11/18/04 meeting). Staff mailed the Survey Forms to the property owners on 11/29/04 and owners return-mailed their marked Surveys, in provided stamped envelopes, to the City, which were opened and tallied publicly on a "street-by-street" basis at the Commission Meeting on 1/20/05. The residents voted to retain all of their existing street lights on Elna Way & Foothill Rd., however one existing light will be removed from 67920 Carroll Dr. and relocated to 39400/39450 Elna Way to replace a missing light in that location. An owner also requested that glare from some lights be reduced by modifying light heads. (See attached SURVEY SUMMARY- Exhibit "A").

It was **moved & seconded** by the Commission, and unanimously **approved**, to have City Staff contact the Southern California Edison Co. (SCE) and do a work order to relocate the sole light referenced above from Carroll Dr. to Elna Way; also to look into the light glare issue, which may be solved with glare shields in some locations. (SCE Local Planner John Deng was contacted regarding these items).

2. Discuss City Council and local motorist concerns with Downtown East Palm Canyon Drive Traffic Signals and Traffic Congestion (Primarily ½ mile segment from Cathedral Canyon Drive to Date Palm Drive): City staff explained City Council concerns voiced at their January 12th study session and direction from Council to have the Transportation Commission review and make recommendations regarding traffic congestion concerns at the (5) signalized intersections within the ½ mile segment above. Staff pointed out that, according to CVAG projections, current E. Palm Canyon traffic volumes will increase by about 50% to about 53,000 cars/day ADT by the year 2020 and the level of service would drop from level "C" to level "F" when those volumes are attained. This is primarily due to the existing 4-lane width downtown, which would likely need to be 6-lanes wide to handle future volumes (at a level of service "C") for traffic projected in year 2020 by CVAG. The Commission also reviewed the Study Session Report dated 1/12/05, discussed alternatives and made the following recommendations:

A. Palm Canyon Dr. Traffic Flow Improvement Demonstration Program:

To improve current Traffic Flows-Have City Traffic Consultant Hui Lai conduct a traffic study and verify in a separate report whether two of the five signal locations on the above E. Palm Canyon Dr. segment could be modified or shut down (bagged) for a 30 to 90 day "demonstration" period (and if effective extend up to 1-year test) specifically at the following locations:

1. Allen Avenue & E.P.C. (Currently nil cross-street traffic until new Sheraton Desert Cove Hotel opens in mid-2006)
2. Buddy Rogers Avenue & E.P.C. (Current signal may not meet traffic warrants due to low cross-street traffic volumes).

Possibly "bag" both signals; or adjust signal operations to full green on E. Palm Canyon and "sign" both Allen Ave. & Buddy Rogers Ave. cross-street signal legs as NO LEFT TURN (right only) for traffic safety purposes. Directional signs could recommend alternate routes.

B. East Palm Canyon Drive Future Design Alternatives: If projected traffic volumes on E. Palm Canyon will decrease the Level-of-Service from "C" to "F" in the next 15 years, as discussed above, consider one of the alternatives to be modification of the roadway to one-way configuration (similar to downtown Palm Springs). Possibly the Perez Road alignment could be extended east (over a wash and behind PS Ford Dealership) to transition into E. Palm Canyon and function as a one-way "west-bound" route, retaining downtown E. Palm Canyon as the "east-

bound" route. If the current 4-lane configuration on E. Palm Canyon (Date Palm-Cathedral Canyon) would result in "grid-lock" in year 2020 or sooner, the City should begin to explore future alternatives at this time. The Commission is therefore seeking City Council authorization to have the City's Traffic Consultant Hui Lai conduct a new traffic study to explore "East Palm Canyon Drive Future Design Alternatives" to avoid potential traffic grid-lock within the next 15 years.

VI. OLD BUSINESS:

1. Request for a mid-block crosswalk on Verona Rd. (Rio Vista School):

(Follow-up to 11/18/04 Commission Mtg.): Traffic consultant Hui Lai's recommendations to the Commission (per his Traffic Study dated 11/5/04) were transmitted to Rio Vista School Principal Cheryl James on 12/07/04- seeking concurrence and/or recommendations of the Rio Vista Elementary School, and/or School District. On 1/20/05 the Commission and City received a reply from the Palm Springs Unified School District (PSUSD) rejecting the additional crosswalk proposed, suggesting instead: 1. That two (C.C. Police authorized) crossing guards be added to cover the existing crosswalk at intersection of Verona Rd. and Avenida Quintana. 2. That parking be allowed on the north side of Verona Rd. (currently red-curbed).

The Commission requested that City staff prepare a letter to the PSUSD, in reply to their 1/20/05 response, indicating the following: 1. That a new Crossing Guard has already been authorized by City Council on 1/12/05 for the Rio Vista School crosswalk at Verona Rd. and Avenida Quintana, and 2. The red-curb along the north side of Verona Rd. (fronting Rio Vista School) must remain for traffic safety purposes because the roadway is not wide enough to accommodate parking on both sides of the street (parking is currently allowed fronting homes on the south side of the street). Also if children darted from between parked cars on the north side of the street, there would be insufficient sight-distance which could result in increased vehicle-pedestrian conflicts.

VII. COMMISSION & STAFF COMMENTS/ACTIONS:

The Commission requested that the City Council authorize Traffic Consultant Hui Lai to conduct Traffic Studies addressing these two items under new business:

A: E. Palm Canyon Drive Traffic Flow Improvement "Demonstration Program"

B: East Palm Canyon Drive Future Design Alternatives

ADJOURNMENT

With no further items being brought up for discussion, it was **MOVED** and **SECONDED** that the Transportation Commission Meeting be adjourned to the (3rd. Thursday in two months) to **March 17, 2005 at 6:30 p.m.** This motion **PASSED** unanimously. The meeting adjourned at 8:45 PM.

Attachments:

1. Letter from the Palm Springs Unified School District re. **Rio Vista School** dated 1/20/05
2. Elna Way Area Neighborhood Lighting **Survey Results** summary dated 1/20/05
3. E. Palm Canyon Traffic Problems- **City Council Study Session Report** dated 1/12/05